IN THE CLAIMS

1. (currently amended) A method for assembling a gas turbine engine to prevent rotor over-speeding, said method comprising the steps of:

coupling a fuel system interface including a shutoff shuttle valve to the gas turbine engine such that a selector valve coupled to the shutoff shuttle valve within the fuel system interface is configured to receive ~~electrically and mechanically originated over-speed signals inputted from the engine~~ an electrically originated over-speed signal inputted from the engine, wherein the fuel system interface is also configured to receive a mechanically originated over-speed signal inputted from the engine; and

coupling the fuel system interface shutoff shuttle valve to the fuel system to stop engine fuel flow in response to ~~the over-speed signals~~ an overspeed signal received, and based on pre-defined priority selection logic that relates a plurality of different gas turbine engine operating conditions to ~~the overspeed signals~~ the received overspeed signal and provides that when the fuel system interface is activated, as a result of receiving an over-speed indication, fuel flow is only initiated when ~~each over-speed signal~~ the received overspeed signal is removed.

2. (original) A method in accordance with Claim 1 wherein the gas turbine engine includes a fuel metering head regulator and a normal fuel shutoff valve, said step of coupling a fuel system interface further comprises the step of coupling the fuel system interface to the fuel metering head regulator and the normal fuel shutoff valve.

3. (previously presented) A method in accordance with Claim 2 wherein said step of coupling the fuel system interface shutoff shuttle valve further comprises the step of coupling the fuel system interface shutoff shuttle valve to the fuel system to prevent engine fuel flow to the fuel metering head regulator and the normal fuel shutoff valve when the fuel system interface is activated as a result of an over-speed signal.

4. (canceled)

5. (original) A method in accordance with Claim 1 wherein said step of coupling a fuel system interface further comprises the step of coupling the fuel system interface to an engine control system.

6. (currently amended) A fuel system interface for a gas turbine engine including a rotor, said interface coupled to the gas turbine engine to receive ~~electrically originated over-speed signals from the engine~~ an electrically originated over-speed signal from the engine, said interface comprising a shutoff shuttle valve for stopping engine fuel flow in response to the ~~over-speed signals received~~ over-speed signal received, and based on pre-defined priority selection logic to prevent the rotor from over-speeding, wherein said priority selection logic relates a plurality of different gas turbine engine operating conditions to the ~~overspeed signals~~ overspeed signal, and provides that when said fuel system interface is activated, as a result of receiving an over-speed indication, fuel flow is only initiated ~~when each~~ when the over-speed signal is removed.

7. (original) A fuel system interface in accordance with Claim 6 wherein the engine includes a fuel metering head regulator, said interface coupled to the fuel metering head regulator.

8. (original) A fuel system interface in accordance with Claim 6 wherein the engine includes a normal fuel shutoff valve, said interface coupled to the normal fuel shutoff valve.

9. (original) A fuel system interface in accordance with Claim 6 wherein said interface further configured to receive an electrical signal originating from an engine control system.

10. (canceled)

11. (original) A fuel system interface in accordance with Claim 6 wherein the engine includes a fuel metering head regulator and a normal fuel shutoff valve, said interface coupled to the fuel metering head regulator and the normal fuel shutoff valve.

12. (original) A fuel system interface in accordance with Claim 11 wherein said interface further configured such that engine fuel flow to the fuel metering head regulator and

the normal fuel shutoff valve is prevented when said fuel system interface is activated as a result of an over-speed signal.

13. (currently amended) A gas turbine engine comprising:

a rotor;

a fuel delivery system configured to supply fuel to said engine for operating said rotor; and

a fuel system interface coupled to said fuel delivery system and comprising a selector valve coupled to a shutoff shuttle valve, said selector valve configured to ~~receive mechanically originated over-speed signals~~ receive a mechanically originated over-speed signal from the engine, said shutoff shuttle valve configured for stopping engine fuel flow in response to the ~~over-speed signals received~~ over-speed signal received, and based on pre-defined priority selection logic to prevent said rotor from over-speeding, wherein said priority selection logic relates a plurality of different gas turbine engine operating conditions to the ~~overspeed signals~~ overspeed signal, and provides that when said fuel system interface is activated, as a result of receiving an over-speed indication, fuel flow is only initiated ~~when each~~ when the over-speed signal is removed.

14. (original) A gas turbine engine in accordance with Claim 13 wherein said fuel delivery system comprises an engine fuel shut off valve and a fuel metering valve head regulating valve.

15. (original) A gas turbine engine in accordance with Claim 14 wherein said fuel system interface coupled to said engine fuel shut off valve and a fuel metering valve head regulating valve.

16. (original) A gas turbine engine in accordance with Claim 13 wherein said fuel system interface further configured to receive an electrical signal originating from an engine control system.

17. (canceled)

18. (original) A gas turbine engine in accordance with Claim 13 wherein said fuel system interface further configured such that when said fuel system interface activated as a result of sensing an over-speed signal, fuel flow to said engine prevented until the over-speed signal is removed.